◀ AIR TOUR OPERATORS

VFR AERONAUTICAL CHART GRAND CANYON

GENERAL AVIATION ▶

Airports having Control Towers are shown in Blue, all others in Magenta. Consult Chart Supplement for details involving airport lighting, navigation aids, and services. All times are local. For additional symbol information refer to the Chart User's Guide.

AIRPORTS

- Other than hard-surfaced runways
- Seaplane Base
- Hard-surfaced runways 1500 ft. or greater
- Open dot within hard-surfaced runway configuration indicates approximate VOR, VOR-DME, DME or VORTAC location.

All recognizable hard-surfaced runways, including those closed, are shown for visual identification. Airports may be public or private.

ADDITIONAL AIRPORT INFORMATION

- Ⓡ Private "(Pvt)" - Non-public use having landmark value
- Military - Other than hard-surfaced; all military airports are identified by abbreviations AFB, NAS, AAF, etc.
- Ⓗ Heliport Selected
- Ⓤ Unverified
- Abandoned - paved having landmark value, 3000 ft. or greater
- Ⓕ Ultralight Flight Park Selected

Fuel availability indicated by use of tick marks around basic airport symbol. Consult Supplement for details and availability at airports with hard-surfaced runways 1500 ft. or greater.

★ Rotating airport beacon in operation Sunset to Sunrise

OBJECTIONABLE - Airport may adversely affect airspace use.

AIRPORT DATA

Box indicates FAR 93 Special Air Traffic Rules & Airport Traffic Patterns.
Runways with Right Traffic Patterns (public use)
*RP Special conditions exist - see Supplement.

FSS
NO SVFR
NAME (NAM) (PNAM)
CT - 118.3 ★ Ⓒ Ⓦ ATIS 123.8
285 L 72 122.95
RP 23, 34
VFR Advsy 125.0
AOE

FAR 91
Location Identifier
ICAO Location Indicator shown outside contiguous U.S.
UNICOM
Airport of Entry

FSS - Flight Service Station
NO SVFR - Fixed-wing special VFR flight is prohibited.
CT - 118.3 - Control Tower (CT) - primary frequency
★ - Star indicates operation part-time. See tower frequencies tabulation for hours of operation.
Ⓒ - Follows the Common Traffic Advisory Frequency (CTAF)
Ⓦ - Weather Camera
ATIS 123.8 - Automatic Terminal Information Service
AFIS 135.2 - Automatic Flight Information Service (AK)
ASOS/AWOS 135.42 - Automated Surface Weather Observing Systems (shown where full-time ATIS not available). Some ASOS/AWOS facilities may not be located at airports.
UNICOM - Aeronautical advisory station
VFR Advsy - VFR Advisory Service shown where full-time ATIS not available and frequency is other than primary CT frequency.
285 - Elevation in feet
L - Lighting in operation Sunset to Sunrise
*L - Lighting limitations exist; refer to Supplement.
72 - Length of longest runway in hundreds of feet; usable length may be less.

When information is lacking, the respective character is replaced by a dash. Lighting codes refer to runway edge lights and may not represent the longest runway or full length lighting.

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Only the controlled and reserved airspace effective below 18,000 ft. MSL are shown.

- Class D Airspace
- [40] Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)
- Class E (sfc) Airspace

Class E Airspace low altitude Federal Airways and RNAV 2 Routes are indicated by center line. Intersection - Arrows are directed towards facilities which establish intersection.

132° V 69
169 Total mileage between NAVAIDs on direct Airways
T 319 TK 313 (Helicopter Only) RNAV Waypoint

- Prohibited, Restricted, and Warning Areas
- *Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

- IR211 MTR - Military Training Route

COMMUNICATION BOXES

122.6 123.6
OAKDALE
362★ 116.8 OAK

123.6
HOMER HOM

Underline indicates no voice on frequency.
Heavy line box indicates Flight Service Station (FSS). Frequencies 121.5, 122.2 and 243.0 are available at many Alaskan FSSs and are not shown above boxes. All other frequencies are shown.

- Crosshatch indicates Shutdown status.
★ - Operates less than continuous or On-Request.
Ⓐ - ASOS/AWOS
Ⓦ - Weather Camera
R - Receive only

122.1R
MIAMI
FSS radio providing voice communication

Frequencies above thin line box are remoted to NAVAID site. Other FSS frequencies providing voice communication may be available as determined by altitude and terrain. Consult Supplement for complete information.

RADIO AIDS TO NAVIGATION

- VHF OMNI RANGE (VOR)
- VORTAC
- VOR-DME
- DME
- Other facilities, i.e., FSS Outlet, RCO, etc.
- Non-Directional Radio Beacon (NDB)
- NDB - DME

OBSTRUCTIONS

(may be lit or unlit)

- 1000 ft and higher AGL
- Above 200 ft & below 1000 ft AGL (above 299 ft AGL in urban area)
- Wind Turbine
- Group Obstruction
- Obstruction with high-intensity lights; may operate part-time
- Wind Turbine Farm 2894 UC

Elevation of the top above mean sea level 2049
Height above ground (1149)
Under construction or reported; position and elevation unverified UC

NOTICE: Guy wires may extend outward from structures.

SPECIAL FLIGHT RULES

- Special Flight Rules Area
- Flight Free Zones
- Corridor limits
- Frequency Boundary
- MONITOR 121.95 Sector Frequency
- Sector Boundary Altitude changes
- 7999' MSL SURFACE Restricted Flight
- Critical Noise Sensitive Area
- Ⓐ Altimeter Setting Change
- Grand Canyon Rim

MISCELLANEOUS

- A - Aerobatic Practice Area (See Supplement.)
- G - Glider Operations
- H - Hang Glider Activity
- U - Ultralight Activity
- UA - Unmanned Aircraft Activity
- Parachute Jumping Area (See Supplement.)
- STADIUM Intermittent TFR site (within 3 NM, up to & incl 3000' AGL)
- Space Launch Activity Area
- Marine Light
- —1°E— Isogonic Line (2025 VALUE)
- VPXYZ VFR Waypoints
- NAME (VPXYZ)

TOPOGRAPHIC INFORMATION

- Power Transmission Line
- Aerial Cable
- Lookout Tower 618 (Elevation Base of Tower)
- Mountain Pass 11823 (Elevation of Pass)

Pass symbol does not indicate a recommended route or direction of flight and pass elevation does not indicate a recommended clearance altitude. Hazardous flight conditions may exist within and near mountain passes.

GRAND CANYON

VFR AERONAUTICAL CHART SCALE 1:250,000

Federal Aviation Administration™

EFFECTIVE 0901Z **19 MAR 2026**
TO 0901Z **14 MAY 2026**

Consult NOTAMs for latest information
Consult/Subscribe to FAA Safety Alerts and Charting Notices at:
http://www.faa.gov/air_traffic/flight_info/aeronav/safety_alerts/

Published from digital files compiled in accordance with Interagency Air Committee specifications and agreements approved by Department of Defense - Federal Aviation Administration.

Warning: Refer to current foreign charts and flight information publications for information within foreign airspace.

DATA SHOWN BELOW RECOMMENDED TO AID PILOTS IN VISUALLY NAVIGATING WITHIN THE INDICATED CORRIDORS.

CORRIDOR	WAYPOINT	GEOGRAPHIC POSITION		RADIAL/DIST	MAGNETIC HEADINGS	CORRIDOR LENGTH	MINIMUM ALTITUDE
TUCKUP	VPGCA	N36°12.32'/W112°48.53'	SOUTH END	GCN 280°/35NM PGS 031°/50NM	344°/164°	13NM	10,500
	VPGCB	N36°25.32'/W112°48.87'	NORTH END	GCN 296°/43NM PGS 021°/60NM			
FOSSIL	VPGCC	N36°16.43'/W112°34.97'	SOUTH END	GCN 297°/28NM	049°/229°	15NM	10,500
	VPGCD	N36°22.87'/W112°18.70'	NORTH END	GCN 327°/26NM			
DRAGON	VPGCF	N36°01.00'/W112°15.51'	SOUTH END	GCN 287°/06NM	007°/187°	20NM	10,500
	VPGCG	N36°19.11'/W112°06.60'	NORTH END	GCN 350°/22NM			
ZUNI	VPGCH	N35°58.33'/W111°53.39'	SOUTH END	GCN 072°/12NM	351°/171°	19NM	10,500
	VPGCI	N36°17.38'/W111°51.04'	NORTH END	GCN 021°/25NM			

PGS VOR-DME AVAILABLE ONLY FOR TUCKUP CORRIDOR.
PGA VOR-DME NOT USABLE FOR ANY CORRIDORS.

FAA Product ID: VFRGC
NSN 7641014098831
NGA REF. NO. VFRTAGRANDCAN
EFF. DATE 26078

CONTROL TOWER FREQUENCIES ON GRAND CANYON VFR AERONAUTICAL

Airports with control towers are indicated on the face of the chart by the letters CT followed by the primary VHF tower frequency(ies). Information for each tower is listed in the table below. Operational hours are local time. The primary VHF and UHF tower and ground control frequencies are listed.

Automatic Terminal Information Service (ATIS) frequencies shown on the face of the chart are arrival VHF/UHF frequencies. All ATIS frequencies are listed in the table below. ATIS operational hours may differ from tower operational hours.

ASR and/or PAR indicate Radar Instrument Approach available.
"MON-FRI" indicates Monday through Friday.
O/T indicates other times.

CONTROL TOWER	OPERATES	TOWER	GND CON	ATIS	ASR/PAR
GRAND CANYON NTL PARK	0600-2000 1 JUN-30 SEP 0700-1900 1 OCT-31 MAY	119.0	121.9	124.3	

SPECIAL USE AIRSPACE ON GRAND CANYON VFR AERONAUTICAL

Unless otherwise noted altitudes are MSL and in feet. Time is local.
"TO" an altitude means "To and including."
FL – Flight Level
NO A/G – No air to ground communications.
Contact Flight Service for information.

† Other times by NOTAM.
NOTAM.– Use of this term in Restricted Areas indicates FAA and DoD NOTAM systems. Use of this term in all other Special Use areas indicates the DoD NOTAM system.

MOA NAME	ALTITUDE*	TIME OF USE†	CONTROLLING AGENCY/ CONTACT FACILITY	FREQUENCIES
SUNNY	12,000	BY NOTAM 24 HRS IN ADVANCE	ALBUQUERQUE CNTR	124.5 306.2

*Altitudes indicate floor of MOA. All MOAs extend to but do not include FL 180 unless otherwise indicated in tabulation or on chart.
†Other times by DoD NOTAM.

REGULATIONS REGARDING FLIGHTS OVER CHARTED NATIONAL PARK SERVICE AREAS, U.S. FISH AND WILDLIFE SERVICE AREAS, BUREAU OF LAND MANAGEMENT AREAS AND U.S. FOREST SERVICE AREAS

The landing of aircraft is prohibited on lands or waters administered by the National Park Service, U.S. Fish and Wildlife Service, Bureau of Land Management or U.S. Forest Service (hereafter referred to as Agency/Agencies) without authorization from the respective agency. Exceptions include: 1) when forced to land due to an emergency beyond the control of the operator, 2) at officially designated landing sites, or 3) on approved official business of the Federal Government. All aircraft are requested to maintain a minimum altitude of 2,000 feet above the surface of the following: National Parks, Monuments, Seashores, Lakeshores, Recreation Areas, Scenic Riverways, Wildlife Refuges, Big Game Refuges, Game Ranges, Wildlife Ranges, Conservation Areas, Wild and Scenic Rivers, Wilderness Areas and Primitive Areas administered by the Agencies. FAA Advisory Circular (AC) 91-36, "Visual Flight Rules (VFR) Flight Near Noise-Sensitive Areas," defines the surface as: the highest terrain within 2,000 feet laterally of the route of flight, or the upper-most rim of a canyon or valley. Federal regulations also prohibit airdrops by parachute or other means of persons, cargo, or objects from aircraft on lands administered by the four agencies without authorization from the respective agency. Exceptions include: 1) emergencies involving the safety of human life, or 2) threat of serious property loss.

• • • • • • • • Boundary of Agency Areas

Lambert Conformal Conic Projection Standard Parallels 33° and 45°
Horizontal Datum: North American Datum of 1983 (World Geodetic System 1984)

CAUTION: Unmanned Aircraft Systems (UAS) may be approved to operate above critical infrastructure including obstacles and linear features such as high-voltage powerlines, pipelines and railroads. Check NOTAMs and see AIM for details.

For weather camera information visit https://weathercams.faa.gov

REPORTING CHART ERRORS

You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://faa.gov/go/ais/ prior to contacting us via toll free number at 1-800-638-8972 or visit https://www.faa.gov/air_traffic/flight_info/aeronav/aero_data/ or mail to: FAA, Aeronautical Information Services,1305 East-West Highway, SSMC 4, Suite 4400, Silver Spring, MD 20910-3281.

NORTH AMERICAN AEROSPACE DEFENSE COMMAND (NORAD) PROCEDURES

All aircraft operating in the U.S. national airspace, if capable, will maintain a listening watch on guard frequencies VHF 121.5 or UHF 243.0. It is incumbent upon all aviators to know and understand their responsibilities if intercepted. Review "AIM" section 5-6-13 for intercept procedures. Additionally, if U.S. military fighter jets intercept an aircraft and flares are dispensed in the area of that aircraft, aviators will pay strict attention, contact air traffic control immediately on the local frequency or on VHF guard 121.5 or UHF 243.0 and follow the interceptor visual ICAO signals. Be advised that non-compliance may result in the use of force.

CONVERSION OF ELEVATIONS

FEET (Thousands)	0	2	4	6	8	10	12	14	16	18	20	22	24	26	28	30

METERS (Thousands)	0	1	2	3	4	5	6	7	8	9

CAUTION: This chart is primarily designed for VFR navigational purposes and does not purport to indicate the presence of all power transmission and telecommunication lines, terrain or obstacles which may be encountered below reasonable and safe altitudes.

Features normally used as checkpoints for controlling VFR traffic are emphasized on this series of charts so they may be readily identified.

Example: THE RANCH
36°00.81'N, 112°17.95'W
The name shown is that used by the controlling personnel and is not necessarily the official name of the feature.

CAUTION: Severe turbulence may occur over rugged terrain. See AIM.

Flight Following Services are available on request and highly recommended in and around Class B, C, and TRSA areas.

MILITARY TRAINING ROUTES (MTRs)

All IR and VR MTRs are shown, and may extend from the surface upwards. Only the route centerline, direction of flight along the route, and the route designator are depicted - route widths and altitudes are not shown.

DoD users refer to Area Planning AP/1B Military Training Routes North and South America for current routes.

ATTENTION

THIS CHART CONTAINS MAXIMUM ELEVATION FIGURES (MEF).
The Maximum Elevation Figures shown in quadrangles bounded by ticked lines of latitude and longitude are represented in THOUSANDS and HUNDREDS of feet above mean sea level. The MEF is based on information available concerning the highest known feature in each quadrangle, including terrain and obstructions (trees, towers, antennas, etc.).

Example: 12,500 feet 12⁵

Class G Airspace within the United States extends up to 14,500 feet MSL. At and above this altitude all airspace is within Class E Airspace, excluding the airspace less than 1500 feet above the terrain and certain special use airspace areas.

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SEE EXTENSION INSET

MARBLE CANYON INSET
PEARCE FERRY SECTOR 7999' MSL SURFACE
DIAMOND CREEK SECTOR 8999' MSL SURFACE
SUPAI SECTOR 9999' MSL SURFACE
MARBLE CANYON SECTOR 7999' MSL SURFACE
MONITOR 121.95
MONITOR 127.05
MONITOR 120.05
TUCKUP CORRIDOR
FOSSIL CANYON CORRIDOR
DRAGON CORRIDOR
ZUNI POINT CORRIDOR
TOROWEAP / SHINUMO FLIGHT FREE ZONE
SANUP FLIGHT FREE ZONE
BRIGHT ANGEL FLIGHT FREE ZONE
DESERT VIEW FLIGHT FREE ZONE
SUNNY MOA
LAS Ⓐ GCN

CORRIDOR ALTITUDES
Northbound 11,500 or 13,500 feet MSL
Southbound 10,500 or 12,500 feet MSL

Grand Canyon National Park Special Flight Rules Area in effect. (See 14 CFR Part 93, Subpart U and SFAR 50-2). Special regulations apply to all aircraft operations below 18,000 feet MSL. Caution: Heavy tour operations within the area. VFR procedures indicated are designed to provide separation from approved commercial tour routes. The procedures do not relieve pilots from see - and - avoid responsibility and compliance with 14 CFR SECTION 91.119.

Pilots should review NOTAM information for this area prior to flight within the Special Flight Rules Area. Utilize the LAS altimeter setting west of the PEARCE FERRY - DIAMOND CREEK boundary and GCN altimeter setting east of the boundary. Monitor the radio frequencies indicated for each sector.

VFR AERONAUTICAL CHART
GRAND CANYON
(COMMERCIAL AIR TOUR OPERATORS)
LEGEND

GRAND CANYON NATIONAL PARK SPECIAL FLIGHT RULES AREA

	Special Flight Rules Area
▨	Flight Free Zones
	Corridor limits
	Frequency Boundary
121.95	Sector Frequency
	Sector Boundary Altitude changes
7999' MSL SURFACE	Restricted Flight
	Critical Noise Sensitive Area
Ⓐ	Altimeter Setting Change
	Grand Canyon Rim
THE RANCH 36°00.81'N, 112°17.95'W	VFR checkpoint with Geographic position

COMMERCIAL AIR TOUR OPERATORS FIXED WING VFR ROUTES

BDN	BLUE Direct North
BDS	BLUE Direct South
	Only for use to avoid IMC weather
1	BLACK 1
1A	BLACK 1 ALPHA

SUPPORT OPERATIONS

1	BROWN 1 (Info only)
6	BROWN 6 (Helicopter only)

VFR HELICOPTER ROUTES

1	GREEN 1
4X	GREEN 4 EXIT
8000 → | 7500 →	Altitude change on Route
	VFR Holding Pattern/ Holding Area

SEE EXTENSION INSET
MARBLE CANYON INSET
MARBLE CANYON SECTOR 7999' MSL SURFACE
120.05
PEARCE FERRY SECTOR 7999' MSL SURFACE
DIAMOND CREEK SECTOR 8999' MSL SURFACE
SUPAI SECTOR 9999' MSL SURFACE
121.95
127.05
TOROWEAP / SHINUMO FLIGHT FREE ZONE
NO FLIGHTS BELOW 14,500 FEET MSL
SANUP FLIGHT FREE ZONE
NO FLIGHTS BELOW 8000 FEET MSL
BRIGHT ANGEL FLIGHT FREE ZONE
NO FLIGHTS BELOW 14,500 FEET MSL
DESERT VIEW FLIGHT FREE ZONE
DRAGON CORRIDOR
ZUNI POINT CORRIDOR
MOUNT TRUMBULL WILDERNESS AREA
MOUNT LOGAN WILDERNESS AREA
VULCANS THRONE 36°12.98'N, 113°04.71'W
GRAND CANYON WEST (1G4) AWOS-3PT 119.425 4817 *L 50 122.9 RP 17
Landing/Take-off operations below 3000' above airport elevation within 3 NM of the airport are authorized by 14 CFR Section 93
LAS Ⓐ GCN
BDN
BDS
SUNNY MOA
GRAND CANYON

EXTENSIVE CONCENTRATION OF TOUR OPERATIONS DAILY BETWEEN THE GRAND CANYON NATIONAL PARK AND THE LAS VEGAS CLASS B AIRSPACE: ALL VFR TRAFFIC OPERATING BETWEEN THESE BOUNDARIES ARE ENCOURAGED TO MONITOR / COMMUNICATE ON 120.65. ATC CLEARANCE REQUIRED BEFORE ENTERING THE LAS VEGAS CLASS B AIRSPACE.

ROUTES AND ALTITUDES SHOWN ON THIS SIDE OF THE GRAND CANYON VFR AERONAUTICAL CHART ARE TO BE USED ONLY BY COMMERCIAL AIR TOUR OPERATORS WITH SPECIFIC AUTHORIZATION OF THE FAA FLIGHT STANDARDS DISTRICT OFFICE.

NOTE: WEATHER ROUTES MAY BE USED WHEN BOTH BDN AND BDS ARE NOT USABLE FOR VISUAL FLIGHT PURPOSES. A DEVIATION REPORT SHALL BE FILED WITH THE LAS VEGAS FSDO ANYTIME AN ALTERNATE WEATHER ROUTE IS USED.

Grand Canyon National Park Special Flight Rules Area in effect. (See 14 CFR Part 93, Subpart U and SFAR 50-2). Special regulations apply to all aircraft operations below 18,000 feet MSL. Caution: Heavy tour operations within the area. VFR procedures indicated are designed to provide separation from approved commercial tour routes. The procedures do not relieve pilots from see-and-aviod responsibility and compliance with 14 CFR SECTION 91.119.

Pilots should review NOTAM information for this area prior to flight within the Special Flight Rules Area. Utilize the LAS altimeter setting west of the PEARCE FERRY- DIAMOND CREEK boundary and GCN altimeter setting east of the boundary. Monitor the radio frequencies indicated for each sector.